



SYNOPSIS

## CHAPTER II.

Mr. Campbell and the Cable.

omaniaelure warelen, man a basicose no peddie area water a seat Cogland his done in Africa and en it was Mr. Comptell's hardened by looks we have once in a smaller way in the Philippines and Cuba and Portindes a graverance and rate reference and the local matter and be lead by all respices, should be great common all the frances. It is not to be feel by an all respices, should be reachly who may feel the first office to the respect to the frances of a matter state of the frances of the March Street House Day Labor Street Street - and or their lives that is of latt wit it by lattice

for Decrees, Mr. Milesterful Lower and Sales Main in the Jurior Who call shares the habe and reschan largest and filterner Herman a Bittle beyond load-die nee plesser of Loce, while to hate bout the oil with gentleton before His period had no apartite for it consisted solely of electric and erstem and indetation only, coupled with a memory that was well nich in fallible. His britin was no system stid. orderly to a cash register, one almost expected to hear it click

He and at his deak intently studying a cable despatch which by before him. It was in the Secret Service code. Leaning over the shoulder was Mr. Grinen - the Mr Grinen of the bureau. Mr. Crimm was an utterly different type from his citief. He was younger perhaps thirty one or two, physically vell proportioned, a little above average height, with regular features and listless, purposeless eyes- a repitca of a fundred other young men who dawdle idly in the windows of their clubs and watch the world harry by Ills manner was languid; his dress showed fastidious care.

Sentence by sentence the bewilder ing intricacion of the code gave way before the placid understanding of Chief Campbell, and word by word, from the chaos of it, a translation took intelligible form upon a sheet of pater under his right hand. Mr. Grimm, looking on, exhibited only a most perfunctory interest in the extroordinary message he was reading; the listless eyes narrowed a little, that was all. It was a special despatch from Lisbon dated that morning, and signed simply "Gault," Completely translated it ran thus:

"Secret offensive and defensive al-Bance of the Latin against the English-speaking nations of the world is Italy, France, Spain and planned. two South American republics will soon sign compact in Washington Proposition just made to Portugal, and may be accepted. Special voys now working in Mexico and Contral and South America. Germany invited to join, but refuses us yet, giving, however, tack support; attitude Russia and Japan unknown to me. Prince Renedetto d'Abruzzi, believed to be in Washington at present, has absolute power to sign for Prance and Spaln Profound secrecy enjoined and preserved. I learned of it by underground. Shall I inform our Cable instructions." minister?

"So much!" commented Mr. Campbell.

He clasped his hands behind his head, lay back in his chair and sat for a long time, staring with steadfast, thoughtful eyes into the impassive face of his subordinate. Mr. Grimm perched himself on the edge of the desk and with his legs dangling read the despatch a second time, and a

"If," he observed slowly, "if any oth er man than Gault had sent that I

should have said he was crazy." "The peace of the world is in peril, Mr. Grimm," said Campbell impressively, at last. "It had to come, of course, the United States and England against a large part of Europe and all of Central and South America. It had to come, and vet-"

He broke off abruptly, and picked up the receiver of his desk telephone. "The White House, please," he requested curtly, and then, after a moment: "Hello! Please ask the president if he will receive Mr. Campbell Yes, Mr. Campbell of the Secret Service." There was a

orn a that's "to be" to triff an hour

The year of the house of Goth. further of the end the largers and finally he have a configurated and studied a terragraph of the closely. When he used his even ugain there was that a them which Mr. Gumm had never en belore-a sectled, darkening

The would war has long been a therm. Mr. Grimm, be remarked at a last now now! Think of B! Of outre the Central and South America an countries, the # separately, are consistential and that is true too, of France, but taken in combination, smooth when one directing mind, the affect lendy. "I will begin work at once." aves would be would be formed thie at beast. Backed by the moral. support of Germany, and perhaps du-cat-1 Don't you see Don't you

his tips to sek a question

With not tree much to construe it into with tentoened lights, and brilliant the first step foward a world war a with a multisedured chase of uniwar of repried and conquest becare forms. Gleaning posel white transla which the other great wars of the cent in the make, were the bare world would seem trival. For the should-raid woman, and from far off the state of the distinct of the national state of the plaintive whine of an or the world that ultimately the distinct of most or pointed here are the dominate it because they are set for state of most or pointed here to state of the sta surface the rationds, the steam drag-row of the archway which led cath- all of tame. Gov are the grad done in it is one man a farmer to indicate to real manding the world inside the world indicate the manders and inside the more point understanding for who Mr Composite topics to had we have done in a smaller way



"If Any Other Man Than Gault Had Sent That I Should Have Sald He

f Paris, and Berlin, and St. Peters burg, and Madrid will be hency combed by the steady encroachment of our methods. This alliance would indicate that already that day has been foreseen; that there is now a reseniment which is about to find expresiden in one great, desperate struggle for world supremacy. A few hundred years ago Italy-or Reme-was the United States dispelled the illusion that Spain was anything but a shell; and France-! One can't help but wonder if the power she boasts is not principally on paper. But if their forces are combined? Do you see? would be an enormous power to recken with, with a hundred bases of supplies right at our doors.

rose suddenly and walked over to the window, where he stood for a moment, staring out with unseeing

"Given a yard of canyas, Mr. Orlinin," he went on finally, "a Spanish boy will waste it, a French boy will paint a picture on it, an English boy will build a sail-boat, and an American boy will erect a tent. That fully illustrates the differences in the

He abandoned the didactic tone and returned to the material matter in Mr. Grimm passed him the despatch and he sat down again

Will soon sign compact in Washington," he rend musingly. don't know that the signing of that compact can be prevented, but the signing of it on United States soil can se prevented. You will see to that, Grimm."

"Very well," the young man agreed carelessly. The magnitude of such task made, apparently, not the slightest impression on him languidly drew on his gloves.

And meanwhile I shall take steps to ascertain the attitude of Russian and Japanese representatives in this city

Mr. Grimm nodded.

And now, for Prince Benedetto d'Abruzzi," Mr. Campbell went on slowly. "Officially he is not in Washington, nor the United States, for that Naturally, on such a mission, be would not come as a publicly accredited agent, therefore, I imagine, he is to be sought under another name."

"Of course," Mr. Grimm acquiesced. "And he would avoid the big hoteln."

"Certainly.

Mr. Campbell permitted his guileless blue eyes to linger inquiringly name Mr. Grimm removed his im- upon those of the young man for half a seet.

parentate names from the deals, and a influes. He counts himself wonder

Gritism masked his emotions. In admiration of this quality be quite erlooked the remarkable mask procedure behind which he bimself

And the name: DiAbrurat? he re mixed after a time. What does it is to you Mr Grimm?"

It means that I am to deal with trace of the royal blood of Italy as the unbesitating response. Celmin ploked up the Aiminac de loths and glanced at the open page. Of course, the first thing to do is to the Latin countries of Europe, at find him; the rest will be simple He permed the page care

## CHAPTER III.

The Language of the Fan.

Mr. Grimm He infeed into ellence. Mr. Grimm Senorita Rodriguez, daughter of the minister from Venezuela, the while It Complett antistpated it uners he permitted his listless eyes to wan ster numbersly about the spacious ball-The purpose of such an alliance? town of the German embassy, ablaze

> waster branches of palms and ferns For a scame instant Mr. Grimm' The rested on a young woman who t a dozen feet away, talking in play monition, with an underscerefary to the first of curboney -a young won in seriously gowned in some glitteetus if which fell away shoully from he build have about ters. His glance in if in acknowledgment of his and her even met his learns give they much stirred to of depths now by amountaint. She attend at Semerita Reals green in token

Aren't they wonderful?" gaked oporita Hodriguez will the quick dolling enthusiant of her race. What " osked Mr. Grimm

"Her even" was the reply "Every exten has one dominant featuretill Miss Thorne it is her eyes,"

"the Thorne" Mr (it)mm repeated "Hazen't you met her?" the separate ent on "Mus faited Thorne? only arrived a few days ago the night of the state ball. She my guest at he legation. When an emertanica comes I shall present you to ben?"

She can on, about other things, with ddy an occusional remark from M-Grimm, who was thoughtfully nursing ils knee. Somewhere through the chatter and effervescent galety, min gitug with the sound of the pulsing music, he had a singular impression of a rhythmical best, an indistinct tation noticeable, perhaps, only because of Its menotony. After a moment shot a quick glance at Miss Thorne and understood, it was the tapping of an exquisitely wrought ivory file against one of her tapering, gloved fingers. She was talking and smiling "Dot-dash-dot! Dot-dash-dot! Dot

dash-dot" said the fan. Mr Grimm twisted around in his seat and regaled his listless eyes with a long look into the senorita's pretty lichted the careless case of repose he was mechanically isolating the faint clatter of the fan

"Dot-dash-dot! Dot-dash-dot! Dotdash-dot."

storing, Mr. Grimm?" demanded the enorita hanteringly.

For an instant Mr. Grimm continued to stare, and then his Hatless eyes swept the ballroom, passing involuntarily at the scarlet splendor of the minister from Turkey

"I beg your pardon," he spointized, contritely. There was a pause. minister from Turkey looks like a barn on fire, doesn't be ""

CTO BE CONTINUED.

World's Greatest Oil Well. The scene in the Potrero del Liano district, a few miles above here, where the biggest oil well in the world has been active since January 3, 1911, capnot be adequately described. Imagine solid column of oil shooting to a height of more than four hundred and fifty feet from a hole in the earth, with a mist of minute globules carried by the wind for more than ten miles settling down upon the vege tation and forming pools of oil within that radius; then a great lake of the fluid four falles long by three miles wide and formed by means of an earthen dam hastly thrown across a natural reservoir, and at the lowest depression of the bank of this lake a channel several feet wide leading into the Tuxpan river, through which the overflow of oil from the wonderful geyser is constantly going to waste.-Tuxpaw (Mexico) Dispatch.

Took the Warning. "Charles," said a sharp-voiced wom an to her husband in a railway carriage, "do you know that you and I once had a romance in a rallway car ringe?"

"Never heard of it," replied Charles. in a subdued tone.

"I thought you hadn't; but don't you remember it was that pair of slippers I presented to you the Christmas before we were married that led to our union? You remember how nicely they fitted, don't you? Well, Charles, one day when we were going to a pienie you had your feet up on a seat and when you weren't looking I took your measure. But for that pair of slippers I don't believe we'd

ever been married." A young unmarried man, sitting by. immediately took down his feet from

## deliberate indifference with which

BUILDING OF GOOD ROADS PROD-LEM FOR FEDERAL GOV-ERNMENT.

WOULD HARDLY FEEL TAX

General Welfare Clause of Constitution Gives Congress Power to Build Roads-Federal Ald Would Give Mighty Impetus to Road Building.

BY HOWARD H. GROSS

About once a year the post office do partment sends out word to the various postmasters throughout the country where the roads are had, threat ening to suspend rural mail delivery unless the roads are put In acceptable condition. This is right and proper. is an outrage to expect the mail carrier to wade through a sea of mud to carry the mall to the farm home cusht not to be necessary for him do so. At times the reads get so d that the mail wagon must indeped, and the trip is then made horseback, carrying only the let-Sometimes the delivery has to abandoned for days at a time on count of road conditions.

Why the reads should be so bad the unity over, when nearly everybody auta good roads is a strange smaly, and this unfortunate situation will probably continue until the cople approach the good roads proben from the right spule

it is a tremendous undertaking to gravel and macadamize the principal chways of the country-it e building of 400,000 or 500.00 rolles of roads, and would cost be een a billion and a half to two hil n dellara, or from \$15 to \$20 for 475 man, woman and child in the This seems like a colmosal outby and it le, but the money could not all be spent at core. It would take probably twenty years to do it. It would be at the rate of per fritta ene dellar per pear per capità he department of agriculture esti ates that the actual enving to the some by good roads would be a no \$350 per pensen per year. H it will have be an ewhere spearly cor sent, and it probably to approximately an, then the saving to the people alon good made would pay for them in five years' time.

There is no fact better demonstrate d in economies than that the buildand of good roads adds to properly values many times the cost brings social, educational and economic benefits that make the building of roads the best paying investment that any community or state can make.

The question is, how ought this matter to be handled? In the writer's opinion the first duty is to the federal government. It is high time for It to get busy on this problem. The money Uncle Sam paixes is by indirect taxation and this tax the people scarcely feel and there is very little complaint about it. It hurts us more to pay one dollar as a tax through the tax collector's office than it does to pay five times the amount by indirect taxation. Under the general welfare clause of the constitution, congress has the power to bulld roads. It also has specific authority to do so for those roads used for rural delivery, and these comprise nearly all Did any one ever accuse you of the main highways of the country.

Suppose, then, we estimate an expenditure of \$1,500,000,000 to be made upon highways, jointly by the nation, the state and the township or county, letting the federal government contribute one-third the amount, and prorating the money between the states on a joint basis of population and road mileage. This would give a state like Illinois between \$26,000,000 and \$27,000,000. The funds to be provided for from time to time by longtime, low interest bonds. The tax per capita to carry these bonds at three per cent, when all are issued, would be about 15 cents per yearthree car fares! Then let the state pay one-third from a general tax levy. or, better still, by a bond issue, and one-third paid locally by the township. It is common practice for the state to contribute to road building under what is popularly known as the state aid plan-the townships have been doing the little that has been done and doing it without help for many years. The new feature of the proposition is the federal contribution, for which there is ample authority and for which there is a precedent and a paramount need.

Within the last few years there has been a great bue and cry throughout the land for waterway improvement conventions have been held and the demand made that the federal government contribute \$500,000,000 that end, at the rate of \$50,000,000 a year for ten years. The point the writer desires to make is that where it is possible for one ton of freight or produce to be carried by water, there would be thousands moved by wagon over the public highways, and that if the amount of money demanded for waterway improvement were applied to highways, it would be hundreds of times more beneficial, and the benefits would reach all of the people.

The government is using about 900, 000 miles of public roads for rural mail delivery and these are post roads within the meaning of the Constitution. Congress has express pow er to build and maintain post roads, and if it can build and maintain them it certainly could help to do

The question may be asked whetha bond issue of \$500,000,000 for aid in road building would be at all has ardous. By referring to the state ment of the treasury department, one will find that the present bond has amounts to about \$11 per capita, and the numual interest charge is 29 cents The fesue of \$500,000,000 of bonds would carry the bend issue up to ap-proximately \$16 per capita and the interest charge to 44 cents. At that rate it would be the smallest bonded indebtedness per capita of any of the leading countries of the world. against the \$16, Great Britain has a debt of \$88 per capits, German \$49. Italy \$92, and France \$144. It is perfeetly safe to say that if the govern ment would issue and expend \$500. 100,000 of bonds in aiding the construction of permanent highways, the people would never know that an additional tax had been imposed and would never feel the payment. This step would give a mighty impetus to road building, and in ten or lifteen years probably 400,000 miles of good roads could be built, and this would revolutionize transportation arid would add immeasurably to the pleas ure of country life, and would add not eral times the amount to the more crty value of the nation, and give in better schools, higher social life and

a higher standard of civilization. There is a widespread demand for parcels post, and as congress ore ally responds to popular demand, and thways does if the clamor is loud and ong enough. So it is quite probable the parcel post will be tried out.

Let the government help build good ads-the highways over which the children must go to school, the dec for to reach the suffering and over which must pass every bushel of grain and every bale of corton radio -the road which reaches every field every farm home and every market town. The people everywhere mand good reads. Reads are universal; waterways are rectional. Good roads mean a saving in transportation far greater than can be accomplished in any other way. Good roads mean better schools, more social life and a higher simulard of Belug; they mean progress and civilization.

GRADES AND GOOD ROADS

Highways Traveled by Heavily Loaded Vehicles Should De Kept Down

to Three Per Cent. A one per cent grade on a read means a rise of one foot for each nundred feet of distance traveled up the bill. A ten per cent, grade means ten feet rise in each hundred feet so A one per cent, grade, means that in traveling up bill one mile an ascent is made of 52.8 feet, while a ten per cent grade means a rise in altitude of 52s feet in a mile. Accurate tests have shown that a herse which can pull 1,000 pounds or a level road can pull only 810 pounds on a rise of one foot in fifty, and on a rise of one foot in ten he can pull only 250 pounds. These facts show that the greatest load than can be hauled over a road is the load which can be taken up the steepest hill on that road, or through the deepest mud hole. It is therefore advised that all highways traveled by heavily loaded vehicles should be kept within a three or four per cent, grade if practicable. To do this may require change of location to get around hills, always keeping in mind that the lower the grade the larger the load may be hauled and the cost of haulage kent at the lowest point.

Birds a Help to the Farmer.

The demand for the protection of wild birds was once based solely on humane and esthetic grounds; now the demand is coming to be based in addition on economic grounds, which will commend it to a larger number of men and insure it a more careful hearing in the court of public opinion. slaughter not long ago was decried be cause the native songsters were being killed at the behest of millinery

fashion. Now another note is sounded. The increase of insect pests and consequent reduction of the harvests has corresponded with the decrease of the In addition to filling their craws with insects numerous wild birds feed on weed seeds, and weeds are a handleap in agriculture.

In several states increasing sale guards are being thrown around birds because of their worth as aids to agriculture.

Russia's Fight on Tuberculosis. The first "white flower day," which was observed in Russia on May 3 was a "success beyond the hopes of the most sanguine," says the Russische Correspondenz. Throughout the nation on that day men women and children offered for sale tiny white flowers. The proceeds of the sales were handed over to the League for the Prevention and Cure of Tuberculosis. Money in large quantities was collected, the smallest and poorest hamlets contributing their share. It is not to be wondered at, because Russia is really the land of the dread malady. The trying climate and un speakable sanitary conditions make it a fruitful ground for the develop ment of the disease, and statistics show that in late years there has been a steady increase in its ravages. The manner in which the people responded on the first "white flower day" shows that they appreciate the conditions.

What Did She Mean? "On bended knee I begged her for a kiss.

"And what did she say?" "Told me to get up and be practical."—Louisville Courier-Journal. **COOD ROADS BETTER COUNTRY** 

Highways Tell Tale of Profit or Long and Spell Ruin for County That Neglects Them.

The plain people of the hard are famillion with the truths of history. They know the past. They remind that often difference between good roads and bad roads is the difference between profit and loss. roads have a money value nexual our ordinary conception Had roads constitute our great drawback to internal development and material progress. Good roads mean prosperous farmers, bad roads mean abandoned farms, sparse ly settled country districts, and congested populated cities, where the poor are destined to become poorer Good roads mean more cultivated turms and cheaper food products for the tollers in the towns, bad rough meen poor transportation, lack of communication, high prices for the nucessaries of life, the loss of Entold tellions of wealth, and idle work our ceking employment. Good rood, wait belp those who cultivate the well and feed the multitude, and whatever aids the producers of our country will in rease our wealth and our greatness and benefit all the people. We council estroy our farms without final decay They are today the heart of our ma tional life and the chief source or our material greatness. Tear down every cuifice in our cities and labor will pebuild them, but abandon the farms and our cities will disappear forciet.

the un abiding interest in this all absorbing question for bottles high ways by some plan it can be done henestly, economically and consults tionally. I am not committed to any pet scheme. I have no vanity in the matter. I care not who gets the glory o long as the people got the results

I am for the cause and in the heat

o stay. Good roads mean progress

ad prosperity, a benefit to the people who live in the cities, an advantage to the people who live in the young ry, and it will help every second of our vast domnin Good roads, like good streets, make habitation another them most desirable; they arthree he value of farmy lands, for livete transportation, and add untold wealth e the producers and consumers of the country; they are the milistones marking the advance of civilization; they economize time, give labor a lift, and make millions in money; they save wear and tenr and worry and waste; they beautify the country, bring it in touch with the city; they aid the social and the religious and the educational and the industrial progress of the people; they make better homes and happier sides; they are the avenues of trade; the highways of commerce, and mail coutes of information, and the agencles of speedy communication; they mean the economical transportation of marketable products—the maximum burden at the minimum cost; they are the ligaments that bind the country together in thrift and industry and intelligence and patriotism; they promote social intercourse, prevent intellectual stagnation and crease the happiness and the prosperity of our producing masses; they contribute to the glory of the coun try, give employment to our idle workmen, distribute the necessaries of life-the products of the fields and the forests and the factories-encourage energy and husbandry, inculcate love for our scenic wonders and make mankind better and greater and

grander and broader. Good roads are the arteries of industrial life of a great and powerful pec ple. Good roads make a good coun-In a government such as cars try. all sorts of men and women are more or less absolutely dependent upon the best and speedlest means of communication and transportation. If you say that good roads will only help the farmer, I deny it. The farmer who produce the necessaries of life are less dependent than the millions and millions of people who live in our cities. The very lives of the latter depend on the farmers-the producers of the necessaries of life. The most superficial investigation of this subject will clearly prove that good roads are more important to the consumers than they are to the producers of the country.

The fathers of the republic wisely recognized the importance of this question. Washington and Jefferson advocated good roads and projected the construction of a great highway from the capital to the Mississippi valley. The far-seeing statesmen of the early days of our national existence championed and passed measures to better the means of transportation. They knew that of all human agencies the one which has done most for civilization bas been the building of good roads-the : bridgment of dis tances, the shortening of time-in the facility of communication. They realized the necessity of good roads, how important they were to the country, to its growth and its development; and to mankind, morally, physically, intellectually and industrially

WILLIAM SULZER.

Division Extraordinary. At the Zoological park it became necessary to cut down a large tree. A log about twenty feet long was one of the results. Dr. Hornaday, the director, gave orders to one of the work-

men, a stalwart Irishman, to split the log, with a small charge of dynamite, into two halves and scoop out each half for a trough to be used in feeding some of the animals. Later in the day the son of Erin appeared at the director's office, much excited, and stammered: "Th' dynamite has blowed that log into t'ree halves."